Huntington's Nephew Steps Out and Edwin Hawley Leaves the Directorate-Ask Harriman Why, He Says-Just a Business Proposition, President Explains.

F. H. Harriman returned to town yesterday from Chicago and was present at a meeting of the directors and of the executive committee of the Southern Pacific. At this meeting Marvin Hughitt, president of the Chicago and Northwestern and a director of the Union Pacific, was elected a director of the Southern Pacific, to succeed Edwin Hawley. W. D. Cornish, viceperpresident of the Southern Pacific, to succeed H. E. Huntington, a nephew of the late Collis P. Huntington, who organized the Southern Pacific.

In explanation of the latter election, Mr. Harriman said:

"Mr. Cornish was elected president of of the Southern Pacific at this time to succeed Mr. Huntington, who did not desire to serve longer in that capacity. I am going to Europe on the Oceanic on Wednesday and it was thought best to have some one in charge to direct the affairs of the company in my absence. I shall be away about two months."

It was explained to Mr. Harriman that Mr. Hawley had said yesterday that any Mr. Hawley had said yesterday that any explanation of Mr. Hawley's reasons for resigning from the Southern Pacific board should come from Mr. Harriman. Mr. Harriman laughed. griman laughed.
'I don't see why you come to me for an planation of Mr. Hawley's resignation," said. "It was purely a business proposion. The Southern Pacific and the Union

Pacific are being run as business proposi-ions for the benefit of the stockholders of "The inference is then," Mr. Harriman was asked, "that Mr. Hawley is not a stock-iolder of the two roads?"

holder of the two roads?"

"I don't know about that," answered Mr.
Harriman. "I hope he is."

Mr. Harriman will be accompanied on his trip on the Oceanic by James Stillman, president of the National City Bank. George F. Baker, president of the First National Bank, is expected to sail at the same time.

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, don't care to say anything about the "I don't care to say anything about the matter beyond the statement that I have resigned. I have also resigned from the directorate of the Citizens' Central Bank. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attend, I have never attended a meeting of the directors of the bank.

rectors of the bank.

"The report that I have resigned the presidency of the Merchants' Trust Company is not true. I attended a meeting of the board of that company to-day. I have resigned from no other corporation besides these and do not intend to do so, at present at least."

PIG IRON TRADE LOOKING UP. Consumers Expected to Come Into the Market and Cheek the Drop in Prices.

A turn in the pig iron situation is fore-Brown & Co., the trade authorities who for the first time in more than a year stated

Their letter says that in spite of the ab-Their letter says that in spite of the absence of active transactions or any activity in the pig iron market, there seems to be a perceptible change in sentiment on the part of buyers, particularly in the West, and that the realization is becoming general that prices are as low as they will go. A more general inquiry for quotations seems to justify the belief that consumers are about to come into the market to cover their

Munn. Son & Co. to Go Out of Business. Exchange firm which suspended a few weeks ago after the disappearance of its cashier, will go out of business. The seats of them have strong Canadian affiliations. on the Cotton Exchange owned by the firm have been posted for transfer.

DAILY TREASURY STATEMENT. WASHINGTON, June 24.—The cash statement of receipts and expenditures of the Treasury

This day. This month. Fiscal year. \$1,924,671 \$38,328,467 \$529,528,697 1,570,000 29,510,000 575,082,071 \$354,671 \$6.818,467 Def\$45.453.374 The receipts from customs to-day were \$941.786; nternal revenue \$949.752; miscellaneous \$83.133. Vational bank notes received for redemption \$1.-The cash statement of the United States Treas-ter for June 24 shows:

Total \$129,095,318 in national banks 119,834,918 (waiting reimbursement 42,278

ST B-TREASURY TRANSACTIONS.

THURSDAY. aid by Sub-Treasury to banks..... Gain to banks on day's transactions .. \$327,000 SINCE PRIDAY LAST. Taid by Sub Treasury to banks.....

Gain to banks same period previous week \$1,132,000 DIVIDEND DECLARATIONS.

capany and term. Stock. Amt. Payable. inerican Chicle quarterly. Slock. Amt. Payable. Imerican Chicle quarterly. Inerican Chicle monthly com 1 July 1 Inerican Chicle monthly com 2 July 1 Inerican Chicle monthly com 4 July 21 In W. Bilss Company com 4 July 1 Inerican Sewer Pipe com 4 July 1 Inerican Sewer Pi

Live Stock Market.

PRIDAT, June 24.
Receipts of beeves were 8.067 head, including 7 cars for export alive, 101 for slaughterers 1d 14 for market; making, with the stale cattle, 2 cars on saie. Good steers appeared to be leady; medium and common rather dull, and hade lower; bulls and cows unchanged. One sheady, meanum and common rather dull, and shade lower; bulls and cows unchanged. One far was held over. Common to good native steers sold at \$4.40,85.25 per 100 lbs.; bulls at \$3.256,84.50; cows at \$2.40,954.26. Dressed beef in fair demand 15.40,000 per hi, for inferior to choice native sides; a little extra beef sells at 10 1-2c. Liverpool and London cables quoted live cattle steady at 11 212 1-2c. per lb. dressed weight; sheep steady, efficerator beef higher at 9.3-42,10c, per lb. Experis to day none; to morrow 1,050 beeves and 1,060 quarters of beef.

Receipts of caives were \$18 bead, all for the market, eats were in demand and selling firm to 25c, higher; attermities were also stronger; the pens were leared. Common to choice veals sold at \$4.25.25 at 100 lbs; buttermilk caives at \$3; fed caives at 4. City dressed veals firm at \$6.20. per lb. with defected carcasses selling at 91-2c.; country dressed 1.528, 1-2c. Receipts of sheep and lambs were 4.838 head.

Ress 1-2c.
Recelpts of sheep and lambs were 4.838 head, nebuding 20 cars for the market; making, with he stale stock, 28 cars on sale. Good handy sheep selection of the market; making, with he stale stock, 28 cars on sale. Good handy sheep selection in the stale stock, 28 cars on sale. Good handy sheep selection of the stale stock was disposed of the stale stock was disposed of. Common to prime heep sold at \$2.758.84.65 per 100 lbs; a few choice 151.7525; common to prime lambs at \$5627.55; no car (choice) at \$7.70; culls at \$364.50. Dressed lutton dull at 7.90 1 2c. per lb; dressed lambs at \$180.

scelpts of hogs were 987 head, including about a car for the market. Feeling weak. A few sinte hogs sold at \$5.75 per 100 lbs.

GOSSIP OF WALL STREET. The passing of the 8 per cent. semi-annual

interest on the Wabash debenture A bonds, coming as a complete surprise, was made the pretext for a bearish demonstration against the general market yesterday forenoon, and prices in some instances declined rather sharply under heavy professional selling. Steel preferred broke 1 point, and recessions of from % to % per cent. were common throughout the active list. Wabash debenture B bonds broke 4 points and the Wabash stocks declined abruptly. There was a disposition anyway among traders to play for some reaction after several consecutive days of advancing prices, and the Wabash incident gave both the bear element and the reactionists something on which to base their selling. It was evident at midday that the declines had brought out comparatively few stocks, and in the afterneon prices recovered. Aggressive buying of Union Pacific while the market was weak, together with a manifest willingness to take any amount of Southern Pacific that might be pressed for sale, created a very favorable impression. It looked as if the big financial interests, while they might not be ready to encourage extensive speculation on the bull side, were at least willing to extend active support on the present level.

The old bear crowd put itself in evidence for the first time in several weeks. It con-centrated itself largely upon Steel preferred. but the ease with which that stock recovered from 55% to 56 would seem to show that the selling on which the price broke in the first hour of trading had been largely for the short account, and also that the sellers lost a good deal of stock on the decline. Fair-bairn & Hilliard and S. N. Warren & Co. were prominent as sellers. Harry Weil and his following were said to be selling the market rather freely in the forenoon. Very few stocks put out in the forenoon could have been bought back at a profit in the later trading. Rutter & Gross, C. I. Hudson & Co. and Marshall, Spader & Co. were prominent sellers of the general market.

Mr. Keene returned yesterday from his Castleton, Ky., farm. He was at his office only a little while and went to Sheepshead

A broker who has been very active recently in both Southern Pacific and Union Pacific, and who was a prominent buyer of Union Pacific yeaterday, said: "There need be no mystery about the strength of Union Pacific. The fact is that there is no stock there. You have an order to buy two or three thousand at 1/2, and you are able to get but a few hundred at the price; then your principal raises the limit to 1, and a few hundred shares more cleans up all of the stock offering at that price, and so on. I have had that experience to-day." The advance of Union Pacific yesterday forenoon started on the buying of possibly 6,000 shares by London houses and 4,000 shares by H. Content. Prominent among the later buyers were Housman & Co., Harriman & Co., Flower & Co., S. B. Chapin & Co. and Bissell. The stock closed at its highest price, showing a net gain for the day of 1% per cent. This advance oc-ourred on transactions barely exceeding in volume 40,000 shares.

Southern Pacific was the stock advertised to have the advance, and although it was well bought in the forenoon and became very strong later in the day, it was in all respects secondary to Union Pacific. It had a maximum advance of % per cent, and closed at a net gain of % per cent. Housman & Co. were the heaviest buyers of Southern Pacific, shadowed after the long period of, dulness in the weekly market letter of Rogers, e,000 shares. Harriman & Co. also were starting the advance with purchases of about

Private advices from Toronto are to the resterday their belief that prices had reached bottom and that from now on conditions would improve.

Private a prominent house there having a effect that a prominent house there having a large speculative following is bulling Canadian Pacific, but not on any idea of a deal whereby the Canadian Pacific would get control of either Chicago Great Western or the "Soo." Bullish operations in Canadian Pacific are Bullish operations in Canadian Pacino are based, it is said, upon excellent crop prospects, as well as upon the experience that it is an easy stock to bull in a rising market. The inference is that Canadian sentiment on our market is bullish. In Toronto they take no stock whatever in the story of the passing of the Chicago Great Western to the Canadian Pacific, and as to a deal with he Canadian Pacific; and as to a deal with S. Munn, Son & Co., the New York Cotton

In the selection of Marvin Hughitt, president of the Chicago and Northwestern, to succeed Edwin Hawley in the Southern Pacific directorate discerning persons see on the part of Mr. Harriman a steadfast adherence to the community of interest principles of which he is the chief exponent. Mr. Hughitt is a Vanderbilt man. Mr. Harriman, in the estimation of his friends, de-serves to be known as the author of the community of interest idea as it is understood to-day. He never neglects an opportunity to apply it, an illustration being the selec-tion of Mr. Hughitt for the place on the Southern Pacific board vacated by Mr. Hawley.

A prominent Stock Exchange house, com-menting upon the passing of the interest on the Wabash debenture A bonds, says: "It about it, and it is believed, moreover, to have been a Rockefeller policy rather than a Gould policy, although, naturally, it is Mr. Gould who stands the criticism. It is supposed that about two-thirds of the debenture A bonds are held by the Gould estate and Russell Sage together. They are not traded in. The inference in a number of different Wall Street quarters, including several in which the atti-tude toward Mr. Gould and his projects seems entirely friendly, is that the motive in passing the interest on the debenture A bonds was to forestall an action at law, which holders of the debenture B bonds threatened to bring. The amount of interest called for was but \$105,000.

Those who began to sell Pennsylvania stock around 145 because they thought Mr. Cassatt was spending money on too mag-nificent a scale are not selling it now, because the management is introducing such economies, for example, as that of giving clerks forced vacations without pay.

The late Jay Gould once expounded the principle of community of interest in a very apt way. He had just purchased a small railroad and thought he had got a bargain in the Headerd to a friend the land got a bargain in it. He handed to a friend the last state-ment of the road and asked him what he thought of it. The friend looked it over critically and replied that he didn't think very well of it. "These earnings," he remarked, "do not pay you interest on the money you have invested." "Is that the way you figure it?" Mr. Gould asked. The friend said he couldn't figure it in any other way than that too much had been paid for the new road. "Well, look at it in this way," said Mr. Gould, taking the statement back and pointing to the item of tonnage. "I never got any of that before. Now I shall get all of it. Figure the profits on that tonnage as it appears there, then figure the profits on it to the Missouri Pacific, and by adding the two you will find that I am making big interest on my money." Considered in that illuminating light the purchase was indeed a bargain.

The Canadians have lost a great deal of money in Dominion Coal stock, the dividends on which were discontinued this week. Some of them carried it down from around 130. In 1902 it sold as high as 141. It is now selling at the nominal valuation of a non-dividend paying stock and has been declining sharply in the hands of a bear crowd.

There is said to have been good selling both of Consolidated Gas and the subscription rights on a scale-up. The rights declined 1 point yesterday and the stock de-clined 1% points. Trading in the rights was for cash. The will expire to-day.

SEABOARD HOLDING CO. PLAN.

SUCH A SCHEME SUGGESTED, BUT NOT YET COMPLETED.

Readjustment of Some Sort Expected to Be Announced Within Two Weeks -John Skelton Williams Says the Property Is in Excellent Shape

It was learned yesterday that a plan had been under discussion by Seaboard Air Line interests to organize a holding company for the system, to be known as the Seaboard Railways Company, with \$10,000,000 of debentures, \$26,000,000 of preferred stock and \$26,400,000 of common stock.

The plan also provided that present stockholders of the Seaboard should receive sixty shares of stock in the holding company for every 100 shares they held in the Seaboard. Regarding the proposed holding company, Blair & Co., who, with Thomas F. Ryan and T. Jefferson Coolidge, have had much to do with the recent Seaboard financing, made this statement:

"A plan for a holding company for the Seaboard has been under discussion for some time somewhat along the lines of the reported plan. The matter was only in tentative shape, however, no conclusions having been reached, and it is now entirely in abeyance. What will eventually be done cannot be forecasted at this time." be done cannot be forecasted at this time."

The possibility of an adjustment of some sort of the Seaboard's affairs has been understood generally since the extension of the line from Birmingham to Atlanta was put under way. It is believed that a definite announcement of the way in which the readjustment will be carried out will be made within two weeks. Regarding the property itself, John Skelton Williams made this statement yesterday:

The Seaboard Air Line Railway is in a thor-

made this statement yesterday:

The Seaboard Air Line Railway is in a thoroughly healthy financial condition. Most of the \$2,500,000 loan negotiated last fall, and which fell due on June 1, 1904, was paid off before its maturity, the last payment being made on the day of its maturity. The company had the right to renew the loan for six months longer, but did not exercise it.

The Seaboard Air Line system now is absolutely in need of no further financiering unless it should be decided to undertake certain works of new construction, improvement and betterment, as to the wisdom or necessity for which there are differences of opinion. The physical condition of the property is very good and will compare favor ably with any other line in that section.

The only thing necessary for the company now is honest and capable management in order to earn dividends on its preferred and common stocks.

CONDITION OF STATE BANKS. Large Increase in Resources, Surplus and

Amount Due Depositors. ALBANY, June 24.-A large increase in the total resources, surplus fund and amount due depositors of the State banks of deposit and discount is shown by a statement issued to-day by Supt. Frederick D. Kil-burn of the State Banking Department on the condition of the banks at the close of business on June 6, as compared with their condition on May 23, 1903. There has been an increase of \$66,299,163 in the total resources, an increase of \$2,013,415 in the surplus fund and an increase of \$44,895,780 in the amount due depositors. The statement, which shows the aggregate condition of 187 State banks, is as follows: RESOURCES: Loans and discounts..... \$234,808,521

	Liability of directors as		`
	makers		- 1
١.	Overdrafts	163,330	
	Due from trust companies		
	and banks	41.379.096	
	Real estate		
	Mortgages owned	4,487,856	
		29.075.684	
	Stocks and bonds		
0	Specie	36,588,290	
	Legal tenders and bank		
	notes	18,612,573	
Œ	Cash items	30,730,308	
9	Other assets		
П	Orace decoration of the contract of the contra		
Н	Total		8418 331
	Transporter		
Œ.	Capital	828 145 700	
	Surplus fund	22 043 776	
	Undivided profits	11 112 160	
	Undivided pronve	200 000 018	
	Due depositors	200,000,015	
	Due trust companies and		

MARINE INTELLIGENCE. MINIATURE ALMANAO-THIS DAY Sun rises4:30 Sun sets7:35 Moon rises2:56
HIGE WATER—THIS DAT. Sandy Hook . 5:32 Gov. I'd 6:04 Hell Gate . . 7:53

Arrived-FRIDAY, June 24. Arrived—FRIDAY, June 24.

SS Patricia, Hamburg, June 11.

SS Indrawadi, Yokohama, March 30.

SS Frieda. Trieste, May 27.

SS Ormiey, Cardiff, June 8.

SS Euplectela, Sialeida, June 7.

SC Caribbee, St. Thomas, June 18.

SS El Valle, New Orleans, June 19.

SS Chesapeake, Baltimore, June 21.

SS Loulsiana, Copenhagen, June 22.

SS Yumuri, Havana, June 19.

SS El Dia, Gaiveston, June 18.

SS Old Dominion, Boston, June 18.

SS Jefferson, Norfolk, June 23.

SS Goldsbore, Philadelphia, June 23.

Bark Abeona, Buenos Ayres, May 6.

Bark Mary C. Hale, Savannah, June 17.

Bark Normandy, Sanios, May 17.

ABRIVED OUT Ss Prinzess Irene, from New York at Genoa Ss Potsdam, from New York at Rotterdam, Ss La Gascogne, from New York at Havre, Ss Campania, from New York at Liverpool. SAILED FROM FOREIGN PORTS.
Sa Deutschland, from Cherbourg for New York.
Sa Celtic, from Liverpool for New York.
Sa Redhill, from Shields for New York.
Sa Ethiopia, from Glasgow for New York.

OUTGOING STEAMSHIPS. Satt To-day.

Matts
Close.
St. Louis. Southampton. 6 00 A M
Prinz Adelbert. Naples. 6 30 A M
Roemg Albert. Naples. 8 30 A M

Worms teregist traptes	1 00 0 17	4 00 F
Columbia, Glasgow	1 80 P M	
Finland, Antwerp	8 30 A M	10 80 A
Etruria, Liverpool	8 30 A M	12 00 M
Mesaba, London		9 00 A
Pennsylvania, Hamburg.		8 00 P
Casilda, Argentina	8 00 A M	6 00 A
Caracas, Curação		12 00 M
Altal, Jamaica		12 00 M
Morro Castle, Havana		1 00 P
Maraval, Grenada		1 00 P
Maraval, Grenada.		3 00 P
Maranhense, Para		
Olinda, Matanzas	12 80 P M	8 00 P
City of Augusta, Savan'h .		3 00 P
Jefferson, Norfolk	*******	3 00 P
El Cid, Galveston		3 00 P
Lampasas, Galveston		3 00 P
El Sud, New Orleans		3 00 P
Sall To-	morrow.	
Hamilton, Norfolk		3 00 P
Sall Monda		
Princess Anne, Norfolk		3 00 P
THEOMETICA .	THAMSHIPS.	
	ro-day.	
Vera	Huelva	June
Grangense	Barbados	June

Barbados. June 17
New Orleans. June 19
Havana June 21
Jacksonville June 22
Liverpool. June 18
Hamburg June 16
Kaples. June 11
Gibraitar June 12
Galveston. June 19
Hamburg June 19
Hamburg June 20
Carmor Con. way," said Mr. Germanic.

Lack and point"I never got City of Columbus.

all get all of Cosmo. Due Monday, June 27. Due Tuesday, June 28. Orosser Kurfuerst...Bremen.... Numidian...Glasgow... Citta di Palermo...Gibraltar... Due Wednes day, June 28.

EXCURSIONS. STEAMER GRAND REPUBLIC point yesterday and the stock de-points. Trading in the rights cash. The subscription privilege te to-day.

Advance Nucces......

PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE.
Room 207. Stewart Building, No. 220 Broadway
New York, June 8, 1994.

TO CONTRACTORS.
SEALED BIDS OR ESTIMATES for doing the
work and furnishing the materials called for in
the approved forms of contracts now on file in
the effice of the Aqueduct Commissioners for;
No. 1. Constructing stone wall boundary feneing on the New Croton Dam Division of the New
Croton Aqueduct in the Towns of Yorktown and
Curtland, Westchester County, New York.
No. 2. Building four highway bridge superstructures across the New York & Putnam, New
York & Harlem, and Mahopac Branch Railroads,
in the Towns of Yorktown, Somers and Lewisboro.
Westchester County, New York.

Will be received at this office until 12 o'clock
noon on Tuesday, June 28, 1904. They will be publicity opened by the Aqueduct Commissioners as
soon thereafter as possible, and the award of the
contracts for doing said work and furnishing the
entertials required will be made by said Commissioners as soon thereafter as practicable.
Blank forms of said approved contracts and the
specifications thereof, and bids or proposals and
proper envelopes for their inclosure, forms of
bonds, and all other information can be obtained
at the above office of the Aqueduct Commissioners
on application to the Secretary.

For further particulars see: "City Record," published at No. 2 (Tity Hall.

HARRY W. WALKER. Secretary.

PROPOSALS FOR ORDNANCE SUPPLIES—Frankford Arsenal, Philadelphia, Pa., May 28, 1904—Sealed proposals, in triplicate, will be received until 1 P. M., JUNE 28, 1904, for furnishing smokeless powder; cloths, ropes and threads; forage; steel and iron; brass and copper tubing; tin, zine, lead and antimony; Iron, bronze, steel and aluminum castings; cartridge metals; hardware; plumbing, steam fitting and electrical supplies; leather and beiting; building materials; fuel, ighting and polishing materials; chemicals, oils, paints, paper, strawboard and chipboard; tools, etc., during year ending June 30, 1906. Information furnished on application to Lieut.-Col. FRANK HEATH, Comdg.

GOVERNORS ISLAND, N. Y. H., June 22, 1994.
—Sealed proposals, in triplicate, for constructing one double set officers' quarters, Fort Jay, Governors Island, will be received here until 11 A. M., June 27, 1904. U. S. reserves right to reject any or all bids. Information furnished on application. Envelopes containing proposals will be endorsed: "Proposals for one double set officers' quarters."
J. W. JACOBS, A. Q. M. G.

FINANCIAL. Thoroughly competent experienced bond salesman desires to associate himself with Stock Exchange firm and will make any reasonable investment up to \$500,000 Address "Stock." Box 180 Sun office.

WANTED—Bond salesman of experience and established clientele for Middle States and New England territory. Address with references, H. G., Box 206, Sun office.

EXCURSIONS.



To make a long story short, we have everything for every class of traveller, everywhere in the world. For the "Glorious Fourth seven attractive tourist parties-3 to 10 days—to Niagara Falls, the Catskills, Atlantic City, and all the principal resorts. Fares, including hotels, etc., from \$10.

Don't forget, we sell every working day in the year tickets and staterooms by the Fall River Line, Hudson River Day and Night Lines and every other line of steamers. Let us suggest a run to Nova Scotla by the capital, comfortable and fast steamship, "Prince Arthur."

Come in for full information, to be had for the asking.

THOS. COOK & SON, Three / 281 Broadway, Cor. Warren St. New York 1185 Broadway, Cor. 28th St. Offices 649 Madison Ave., Cor. 60th St. Boston, Philadelphia, Chicago, San Francisco, etc. Special arrangements for St.Louis World's Fair

IRON STEAMBOAT CO. CONEY ISLAND They cannot burn! LANDING at the centre of the great new and stellar attractions.

\$1.00 EXCURSIONS EVERY SUNDAY ERIE RAILROAD

SHOHOLA CLEN. In the Blue Mountains, one hundred and seven miles from New York, on the beautiful Delaware River.

Express trains leave W. 23d St. 8.55 and 9.25; Chambers St. 9.03 and 9.30; Jersey City 9.15 and 9.45 A. M. Returning leave Shohola 4.80 and 5.15 P. M.

GREENWOOD LAKE GLENS \$1.00-or, with Dinner at Casino, \$1.50. Special express train leaves West 23d St., 9.40, Chambers St. 9.45, Jersey City 10.00 A. M. Return-ing leave Glens 5.00 and 6.58 P. M.

********************* ESIONS E Saturday Afternoon Sunday Morning To Sea Cliff and Glenwood Sound Stops at Great Neck Saturdays.

The popular Steamer "NAN-TASKET" will leave Pler 13, E. R. (near Wall St.), on Saturdays at 1:30 P. M.; 31st St., E. R., 1:45 P. M. Ret. arrive N. Y. 9:35 P. M. On Sundays, leave Pler 13, 9:30; 31st St., E. R., 9:46 A. M. Ret. arrive N. Y. 6:30 P. M. Excursion 50c. Tickets.

CONEY ISLAND BOATS 40 minutes from Battery via DREAMLAND'S line of fast from steamers, "Dreamland," "St. John" and "City of Lawrence." Leave West 129th at at 10:00, 11:00 A. M.; 2:00, 3:00, 6:00, 7:00 P. M. West 22d st., 10:30, 11:30 A. M., 2:30, 3:30, 6:30, 7:30 P. M. Battery at 10:50, 11:50 A. M., 2:50, 3:50, 6:50, 7:50 P. M. Four of the largest steamers affoat. Plenty of room, fine service. Music, dining room, cafe. Round trip, 50 cents, including admission to DREAMLAND.

MANHATTAN BEACH VIA LONG ISLAND RAILROAD.

Leave 34th st., E. R., N. Y., week days, 5.0, 6:50, 7:40, 9:20, 11:00 A. M., 12:10 (12:40 P. M., 13:00 B. M., 12:10 B. M.

VIA LONG ISLAND RAILROAD.
Leave 84th st., E. R., N. Y., week days, 5:40, 6:20, 6:40, 8:20, 9:20, 19:50 A. M. (12:50 Saturdays only), 1:50, 3:20, 4:20, 5:20, 6:30, 8:30 P. M.; 12:00 night. Sundays, 7:00, 9:10, 10:10, 11:20, 12:50, 1:50, 2:50, 3:50, 4:50, 5:50, 6:50, 8:30, 9:20.

On SUNDAYS the ficet steel STEAMER RICHARD PEOK leaves Pier 20, E. R., foot of Peck Slip, at 9:30 A. M.; East 31st St., 10:00 A. M., due New Haven 2:30 P. M. Return due New York 8:45 P. M. Nearly all day on Beautiful Long Island Sound. Two hours in New Haven. Fine Restaurant and Cafe service. Music.

TICKETS \$1.00. CHILDREN, 50 Cents.

North Beach

OCEAN STEAMERS.

NFORMATION

AMERICAN LINE.

ATLANTIC TRANSPORT LINE.

RED STAR LINE. WHITE STAR LINE.

NEW YORK-QUEENSTOWN-LIVERPOOL. Sailing Wednesdays and Fridays, Pier 48, N. R. Oceanic...Jung 29, 7 A. M., Baituc...July 13, 5 P. M. Teutonic...July 6, 10 A. M.; Majestic. July 20, 10 A. M. Celtic....July 8, 1 P. M. | Cedric...July 22, 1 P. M. NEW SERVICES FROM BOSTON.

Fast Twin-Serew Steamers
of 11,400 to 15,000 tons.

BOSTON—QUEENSTOWN—LIVERPOOL.
Use 30 1/Republic.

BOSTON DIRECT TO THE

MEDITERRANEAN AZORES.

GIBRALTAR, NAPLES, GENOA.
CANOPIC July 2, Aug. 27. Oct.
ROMANIC Sept. 17. Oct. 29. Dec.
1st Class \$65 upward, depending on date.
Passenger offices, \$8 Broadway.
Freight Offices, Whitehall Bidg., Battery Place.

FOR A COOL SUMMER GO TO **NOVA SCOTIA** "The Land of Evangeline."

A land as rich in health and beauty as THE DOMINION ATLANTIC RAILWAY'S S.S. PRINCE ARTHUR NEW YORK, YARMOUTH

and HALIFAX Affording a most delightful daylight trip Through Long Island Sound. Salls every Saturday from the Munson Line S. S. Pler 14, East River, N. Y., at 11 A. M. YARMOUTH (New York Round Trip, \$25)
Including Meals and Cabin Berth.
Individual State Rooms and Rooms de Luxe, from \$2.00.
Illustrated literature, time-tables and tickets at all general tourist agencies and at the Munson Steamship Line GENERAL AGENTS.

85 Beaver St., Beaver Bullding, New York.

FOR PLYMOUTH. CHERBOURG, HAMBURG. Pennslyvania, Ju. 25, 3 PM Beigravia. July 9, 2 PM 'Molike. June 30, 10 AM | Pretoria, July 18, 2 PM 'Patricia. July 2, 8 AM | Hamburg. July 21, noon 'Poeutschland, July 7, noon | Waldersee, July 21, noon 'Grifform and 'Gymnasium on board. | Will call at Dover for London and Paris. Mediterranean Service.

New York—Naples—Genoa. By superb New Twin-Screw Steamers First Cabin, \$60 and \$75, Upward. **SUMMER CRUISES** TO NORWAY, SPITZBERGEN, ETC. 2 GRAND CRUISES

Around the World HAMBURG-AMERICAN LINE.
Offices, 35 and 37 Broadway. Piers, Hoboken, N. J

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH-CHERBOURG-BREMEN OELRICHS & CO., & Broadway, N. Y.

CUNARD LINE. To Liverpool, via Queenstown.

ANCHOR LINE. GLASGOW VIA LONDONDERRY.
Columbia...June 25, 4 PM | Ethiopia....July 9, noon
Furnessia...July 2, noon | Astoria.....July 16, noon
First saloon, \$50 and up.
Second saloon, \$35 and up; third class, \$15.
For Illustrated Book of Tours apply to
HENDERSON BROTHERS, 17 and 19 Broadway.

OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

EXCURSIONS.

"THE NEW YORK WORLD'S FAIR!" Special attractions this season: Japanese Village
Bazaar, Tea House, Theatter, Native Hawailan
Singers. Two grand
concerts daily, Magnincent foliage. Rare
plants and horticultural wonders. Grand
menagerle, Maseum,
Aviary, Aquarium,
"Klein Deutschland,
Boating, Balthing, Fishing, Billiards, outdoor
sports. Glein Island Clam
Bake Dinners a la carte.
TIME TABLE — Subject to
Change—Leave Cortlandt, Street Pier, 9:00, 10:00, 11:00

TIME TABLE — Subject to Change—Leave Cortlandt Street Pier, 9:00, 10:00, 11:00

A. M., 12:00 M., 1:39, 2:30, 3:45, 5:15 P. M. .
Bridge Dock, Fulton Ferry, Brooklyn, 9:30, 10:20, 11:20 A. M., 12:20, 2:09, 2:50, 4:00 P. M.
East 32d Street, 9:30, 10:00, 10:45, 11:45 A. M., 12:46, 2:15, 2:45; 3:15, 4:30, 5:45 P. M.
Leave Glen Island, 11:00 A. M. for Cortlandt Street only; 11:15 A. M. for 32d Street and Brooklyn; 12:00 M. and 1:00 P. M. for Cortlandt Street only; 3:00, 5:00, 6:00, 7:00, and 8:00 P. M. for all landings.
EXTR boats on Sundays and holidays.
EXCURSION, 40 CENTS, Including free admission to all attractions.

Special Excursion Sunday ROUND \$2.50 New Jersey Central

Special train leaves Liberty St. Station 8.00 A.M. So, Ferry 7.55, A.M. Arrive Atlantic City 11 A.M. WEST POINT, NEWBURGH & POUGHKEEPSIE.

PATTEN LINE

STEAMBOATS.

50c.—LONG BRANCH AND BACK—50c.
80c.—ASBURY PARK AND BACK—60c.
Week Days:
Leave Bloomfield St., N. R., (3 blocks below W.
14th St. Ferry) 8:00, 8:55, 11:00 A. M., 2:40 P. M.
Saturday—8:00, 8:55 A. M., 12:45, 2:40 P. M.
Lv. Battery (nr. So. Ferry) 8:35, 9:20, 11:30 A. M.,
3:10 P. M.
Sundays:
Leave Bloomfield St., N. R. 8:55, 9:45, 10:40 A. M.

NFORMATION

"AMERICA'S GREATEST RAILROAD." NEWYORK & HUDSON RIVER R. R

THE SIX-TRACK TRUNK LINE

VIA NIAGARA FALLS.

Trains depart from Grand Central Station. 42d

street. New York, as below;
North and west bound trains, except those leaving at 8:30 A. M., 2:45, 8:30, 11:30 P. M., will

stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—4MIDNIGHT EXPRESS.

7:50 A. M.—12HIRONDACK & 1000 IDS. SPL.

8:30 A. M.—15ARATOGA & MONTREAL SPEC'L.

10:20 A. M.—SARATOGA & MONTREAL SPEC'L.

10:20 A. M.—SOUTHWESTERN LIMITED.

1:00 P. M.—SOUTHWESTERN LIMITED.

1:00 P. M.—SOUTHWESTERN LIMITED.

1:50 P. M.—SARATOGA LIMITED.

2:44 P. M.—The 20th CENTURY LIMITED.

2:0-hour train to Chicago, via Lake Shore.

3:30 P. M.—12HBNY AND TROY FLYER.

4:00 P. M.—DETROIT and CHICAGO SPECIAL.

5:30 P. M.—4CHICAGO AND IDS. SPL.

9:00 P. M.—MONTREAL EXPRESS.

7:00 P. M.—MONTREAL EXPRESS.

7:00 P. M.—MONTREAL EXPRESS.

7:30 P. M.—4DIRONDACK & MONTREAL EXP.

8:00 P. M.—9DUFFALO & THOUSAND IDS. SPL.

9:20 P. M.—SUTHFALO & THOUSAND IDS. SPL.

9:30 P. M.—PACIFIC EXPRESS.

11:30 P. M.—CHICAGO & ST. LOUIS EXPRESS.

*Dally. TEXEGUS SUNDAY. TEXCEPT MONDAY. THE SIX-TRACK TRUNK LINE

HARLEM DIVISION.

HARLEM DIVISION.

9:06 A. M. and 3:35 P. M. daily except Sunday to Pittsfield and North Adams, Saturdays at 2:37 P. M., Sundays at 9:33 A. M.
Pullman cars on all through trains.
Trains illuminated with Pintsch light.
Ticket offices at 149. 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 275 West 125th st. d. Grand Central and 125th st. stations. New York; 388 and 726 Fulton st. and 106 Broadway, Brooklyn, Telephone "900 35th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company, A. H. SMITH, GEORGE H. DANIELS, Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. R. (New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin st. Station. New York, as
follows, and 15 min. later foot West 42d st., N. R.
*8:30 A.M.—Exposition Limited for St. Louis.
*6:40 A.M.—Catskill Mountain Exp.
*112:45 P.M.—Rip Van Winkle Flyer.
*1:00 P.M.—Chicago Express.
*2:25 P.M.—Cont. Lim. for Detroit, Chi. & St. Louis.
*2:25 P.M.—Uster Express.
*6:20 P.M.—For Roch., Buffalo, Clevel'd & Chicago.
*6:00 P.M.—For Roch., Buffalo, Detroit & St. Louis.
*6:46 P.M.—For Syra. Roch., Niag. Falls, Det. & Chi.
*Daily, †Daily, except Sunday, Baggage checked
from hotel or residence by Westcott Express.
A. H. SMITH.
Gen'l Manager.

Gen'l Pass'r Agent.

New York and Boston All Rail

N. Y., N. H. & H. R. R. and connections
From Grand Central Station.
Leave By Way of Due
18:00 A.M. Springfield and Willimantic. 2:00 P.M.
10:00 A.M. Springfield and Worcester. 3:00 P.M.
10:00 A.M. Springfield and Providence.3:00 P.M.
10:00 A.M. New London and Providence.4:00 P.M.
10:00 M. Springfield and Worcester. 5:00 P.M.
10:00 P.M. New London and Providence. 6:00 P.M.
10:00 P.M. *New London and Providence. 7:00 P.M.
10:00 P.M. *New London and Providence. 7:00 P.M.
10:00 P.M. *New London and Providence. 7:00 P.M.
10:00 P.M. *New London and Providence. 9:00 P.M.
10:00 P.M. *New London and Providence. 0:00 P.M.
10:00 P.M. *Springfield and Worcester. 9:30 P.M.
10:00 P.M. *Springfield and Worcester. 9:30 P.M.
10:00 P.M. *New London and Providence. 1:00 P.M.
11:00 P.M. *New London and Providence. 1:00 P.M.
11:00 P.M. *New London and Providence. 1:10 P.M.
11:00 P.M. *New London and Providence. 1:10 P.M.
11:00 P.M. *New London and Providence. 7:13 A.M.
11:00

STEAMBOATS.

NEW ENGLAND.

FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot of Warren St., week days and Sundays at 5:30 P. M.

PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and PILGRIM. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M. NORWICH LINE for New London, Block Island, Norwich, Stonington, Watch Hill, Narraganisett Pier, Worcester, Boston, North and East. Stra. CITY OF LOWELL & CHESTER W, CHAPIN. Lva. Pier 40, N. R., ft. Clarkson St., week days only at 6:00 P. M.

NEW HAVEN LINE for New Haven, Hartford. Springfield and North, from Pier 20, E. R., foot Peck Silp, week days. Steamer RICHARD PECK leaves New York 4:00 P. M. Sundays 9:30 A. M. (F. 31st St., 10:00 A. M.) Returning due New York 8:45 P. M. Two hours at New Haven.

Tickets and staterooms all Lines, at 113, 261, 672, 1188, 1254 Broadway, 25 Union Square, 185 Sth Avenue, 248 Columbus Avenue, 278 W. and 158 E. 125th Street, New York; 4 Court, 800 Fulton Street, 300 Broadway, Brooklyn, and at Piers.

BY SEA TO MAINE
ON THE PAST MODERN STEAMERS OF

PORTLAND LINE. IS A MOST DELIGHTFUL, REFRESHING, Short ocean voyage.

White Mountains, Bar Harbor, Halifax, easily reached from Portland.

Book now for the July 2d to 4th excursion. Illustrated descriptive booklet containing list of tours, summer boarding houses and hotels in this healthful territory, free at ticket office, 290 Broadway, cor. Reade St., and Pier (New) 22 East River, New York, or by mail. Telephone, 1200 Orchard.

Catskill Evening Line. For Catskill and Catskill Mountain Points, Hud-son and the Berkshires: Corsackie and way land-ings. Steamer KAATERSKILL or ONTEORA, week days, 6 P. M., from Christopher St.; 7 P. M. from West 129th St. from West 129th St.
Extra boat Saturdays, 1;30, from July 2.
Special trains for Cairo, Palenville, Haines Corners and Tannersville.
Dining Rooms on Main Deck.
Illustrated Folder Mailed Free.

NEW YORK-ALBANY
New C.W. Morse. Sailing on odd
dates June & July, and Addirondack.
ALTERNATING DAILY AND SUNDAY.
SPLENDID ACCOMMODATIONS. ORCHESTRA.
Steamers sail from Pier 32. N. R., foot of Canal
St., 6 P. M., striving at Albany in time for connections North, East, and West.

TROY LINE. Str. "City of Troy" or "Saratoga" leave Pier 46, N. R. West 10th St., Dally (except Saturday), at 6 P. M. Sunday—STEAMERS TOUCH AT ALBANY. Direct railroad connections made at Troy for all resorts North and East. Phone 1208—Spring. Dining-rooms on Main Deck, Searchlight. Excursion: Troy, \$2.50, Saratoga, \$4.50; Lake George, \$6.30; Wilmington, Vt., \$5.60.
Send for Booklet Excursion Tours. BLOCK ISLAND, ORIENT, CREEN-

PORT. SHELTER ISLAND AND SAC HARBOR. Steamers leave Pier 13, E. R., N. Y., near Wall st., week days, except Saturdays, 5:30 P. M., Saturdays, 1 P. M. MONDAYS, EXTRA TRIP, 8 A. M., FOR SAG HARBOR.

JOY LINE.
PROVIDENCE, \$2.00 EVERY WEEK DAY \$3.00 BOSTON, DIRECT MOST DELIGHTFUL TRIP IN AMERICA. From Pier 35, East River. 'Phone 806 Orchard.

HARTFORD LINE.

from New Pier 19. East River, foot of Peck Slip,
daily, except Sunday, at 5 P. M., for Connecticut
River Landings. Write for illustrated folder.

ENFORMATION

Pennsylvania RAILROAD.

STATIONS FOOT OF WEST TWENTY.THIRD STREET AND DESBROSSES AND CORTLANDT STREETS. CORTLAND DESSROSSES AND CORTLANDT STREETS.

EF The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Streets Station, except where otherwise noted.

7.155 A. M. CHICAGO SPECIAL.—Parlor. Sleeping and Dining Cars. For Culcago. Indianapolis, Louisville and St. Louis. Dining Car. Louisville and St. Louis. Dining Car. Indianapolis, S. Louis. Dining Car. Indianapolis, St. Louis. Dining Car. 10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo, Detroit, Cincinnati and Louisville.

1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

1.55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago and Toledo. Dining Car. Clustylle, St. Louis. Dining Car. For Gary, W. Va. (via Shensadoak Valley Route).

1.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg. Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shensadoak Valley Route). 5:55 P. M. WESTERN EXPRESS.—FOR CHICAGO.
Dining Car.
7:55 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo and Chicago. For Knoxville, dally, via
Shenandoab Valley route. Connects for Cleveland, except Saturday.
8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinaal,
Indianapolis and St. Louis.
9:55 P. M. PITTSBURG SPECIAL.—Dally for
Pittsburg. Dining Car.
WASHINGTON AND THE SOUTH.
7:55 8:25 9:25 5: 510:55 a. m., 12:25, *12:55, 2:10

WASHINGTON AND THE SOUTH.

7.55, 8:25, 6:25, 6:25, 6:25, 8:2 12:10 night daily. ATLANTIC COAST LINE.—Express, 9:28 a. m. and 9:25 p. m. dally.

SEABOARD AIR LINE RAILWAY.—Express, 12:25
n. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAEE AND OHIO RAILWAY.—7:55 a. m. week days and 4:55 p. m. daily.

POR OLD POINT COMFORT and NORFOLK.—7:26
a. m. week days and 8:25 p. m. daily.

ATLANTIC CITY.—9:35 a. m. Through Vestibuted days. Sundays. 7:55 a. m. Through Vestibuted Trains. Buffet Parior Cars and Standard Coaches on week days. Parior Smoking Car, Parior Cars, and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week days.

LONG BRANCH, ASBURY PARK, North Asbury Park Sundays), Ocean Grove and Point Pleasant (from West Twenty third Street Station), 8:56 a. m., 12:50 p. m. week days. Sundays, 7:55, 9:25 a. m., and 4:55 p. m. From Desbrosses and Cortland Streets 3:30, 9:00 a. m., 12:30 1:36 (Saturdays only), 2:25, 3:40 and 6:15 p. m. week days. Sundays, 7:55, 9:25 a. m., and 9:30, 9:00 a. m., 12:30 1:36 (Saturdays only), 2:25, 3:40 and 6:15 p. m. week days. Sundays, 8:15 vid a. m., 5:50 p. m.

FOR PHILADELPHIA.

6:05, 7:25, 9:7:55, 8:25, 8:25, 8:25, 9:25 (9:55 St. Louis Limited). 9:25 p. m. daily. SEABOARD AIR LINE RAILWAY.—Express, 12:26

6:05, 7:25, *7:55, 8:25, 5:55, *9:25 (9:55 St. Louis Limited).
*9:55, *10:25 (Penna Limited).
*9:55, *10:25 (Penna Limited).
*10:25, 11:55 a. m.
12:25, 12:55, *1:55, 2:10 (Desbrosses and Cortiandi
Streets, 2:20). 2:55, *2:55, \$:25, \$:

READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from EASTON, BETHLEHEM, ALLENTOWN AND
MAUCH CHUNK—24:00 (7:16 Bastes Caly),
9:10 A. M., 1:20, 4:40, 5:30 (6:45 Easton only) P. M.
Sundays 24:25 A. M., 1:30, 6:30 P. M.
WILKESBARRE AND SCHANTON—44:00 P. M.
A. M., 5:30 P. M. Sundays, 24:25 A. M., 1:30 P. M.
LAKEWGOD, LAKEHURST, TOMS RIVES
AND BARNEGAT—24:50, 9:26 A. M., 1:30 P. M.
ALLAND HARNEGAT—24:50, 9:26 A. M., 1:30 P. M.
ATLANTIU OITY—9:40 A. M., 13:40 P. M.
VINELIAND AND BRIDGETON—12:50 A. M.,
21:30 P. M. STEAMER MARY POWELL
Leaving Desbrosses St. at 8:15 P. M. (Saturdays 2:145 P. M.) W. 27nd St. 3:30 P.M. (Saturdays 2:145 P. M.) W. 27nd St. 3:30 P.M. (Saturdays 2:145 R.M.) Respectively. P. M. 12:15 mdt.

BALTIMORE & WASHINGTON—6:00, 10:00, 13:00, 2:00, 4:00, 6:00, 7:00, 12:15.

BEADING HARRISHURG, POTTSVILLE AND WILLIAMSFORT—14:00, 84:25, 18:00, 19:00, (10:00, 11:00).

12:00 P. M., Reading, Potisville and Harrisburg only, 76:00, 15:00 P. M.

SANDY HOOK ROUTE—Fr. ft. of Rector St., Pr. 8. Atlantic Hids., Seabright, Monmouth Bots, and Long Branch, Asbury Park, Pr. Pleasant, 10:00 A. M., 1:00, 8:00 P. M.

ZFrom Liberty Street only, 'Daily, 'Daily, except Sunday, 4Sunday only, 1Parlor carsonly, Byla Tamaqua, Esaturdays, arrown, 19:10,

BALTIMORE AND OHIO RAILROAD ROYAL BLUE LINE TRAINS "EVERY OTHER HOUR

ON THE EVEN HOUR! Leave South Ferry 5 minutes earlier.

Lv. Liberty street. 8:00 am. Except Sun. Buffet

10:00 am. Daily. Diner

10:00 pm. Daily. Diner

2:00 pm. Daily. Diner

2:00 pm. Daily. Diner

6:00 pm. Daily. Diner

7:00 pm. Daily. Diner

6:00 pm. Daily. Buffet

12:15 night, Daily. Sleepers

SPLENDID TRAIN SERVICE.

THROUGH TRAINS TO THE WEST.

Lv. New York City, South Ferry. LibertySt, Daily

Chicago, Pittsburg. 12:10 ut. 12:15 ut. Sleeper

Chicago, Columbus. 1:55 pm. 2:00 pm. Diner

Pittsburg Limited? 6:55 pm. 7:00 pm. Diner

Pittsburg Limited? 6:55 pm. 7:00 pm. Cincinnati, St. Louis. 5:55 pm. 6:00 pm. Cincinnati, St. Louis. 5:55 pm. 6:00 pm. Offices: 167, 261, 434, 1300 Broadway, 6

Grand St., N. Y.: 343 Fulton Street, Brooklyn; South

Ferry and Liberty Street. TO BALTIMORE and WASHINGTON

LEHIGH VALLEY. Foot of West 23d A. Cortlandt and Desbrosses Sta. J. Dai'y. † Except Sunday. Sunday changes: 47.45. a5.45. x5.45. Tickete and Pullman accommodations at 149, 25, 124 and 1354 Broadway, 182 5th Ave., 25 Union Sq. West, 245 Columbus Ave., N. Y.; 336 286 Fulton St., & Court St., 390 Broadway, & Ft. Fulton St., Broadkyn, N. Y. Transfer Co. will call for and check baggage.

NEW YORK, ONTARIO & WESTERN RT Lvs. Franklin St.

Lvs. W. 42nd St.

Lvs. W. 42nd St.

List St. M. Way Train. 8:30 A. M.

7:45 A. M. Day Express to Oswego. 8:00 A. M.

6:05 A. M. Liberty Express. 9:15 A. M.

*11:40 A. M. Liberty Express.

12:00 Noon. Express to Norwich. 12:15 P. M.

*12:45 P. M. Saturdays to Rockland... 1:00 P. M.

8:20 P. M. Elleuville and Kingston. 2:15 P. M.

13:26 P. M. Express to Rockland... 2:15 P. M.

13:40 P. M. Western Express... 6:00 P. M.

*Saturdays only. 1Daily.

Parlor Car seats at 425 Broadway only.

Lackawanna Railroad.

Leave New York, foot Barclay and Christopher States 18:00 A.M.—For Binghamton and Syracuse.

10:00 A.M.—For Buffalo, Chicago and St. Leats.

11:00 P.M.—Pocono Mt. Special.

11:40 P.M.—For Buffalo and Chicago.

14:00 P.M.—For Buffalo and Chicago.

18:45 P.M.—For Buffalo Syracuse, Richfield Spiga.

2:00 A.M.—For Chicago.—Sicepers open at 8 P. M.
Tickets, 149, 429, 1183, 1434 Broadway, N. V., 379
Fullon st., Broadway, N. V., 379
Exthursdays, Fridays and Saturdays.